

CN Industrial Area Traffic Review



Authorization

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Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- CN Industrial businesses
- Saskatoon Police Service
- Saskatoon Light and Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Environmental Services
- City of Saskatoon Roadways, Fleet and Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Councillor Mairin Loewen

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The program involves community and stakeholder consultation that provides residents and City staff the opportunity to work together in developing solutions that address traffic concerns within their neighbourhood. The process is outlined in the Traffic Calming Guidelines and Tools, City of Saskatoon, 2016.

A public meeting was held in August 2020 to identify traffic concerns and potential solutions within the CN Industrial Area. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the road users in the industrial area. Based on the road users' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community through a video presentation posted to the project Engage page in February 2021.

A summary of recommended improvements for the CN Industrial Area is included in Table ES-1. The summary identifies the locations, recommended improvements, and implementation schedule. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the Traffic Calming Guidelines and Tools document, the time frame may range from short-term (1 to 2 years); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the goals for implementing the improvements ranges from 1 to 5 years.

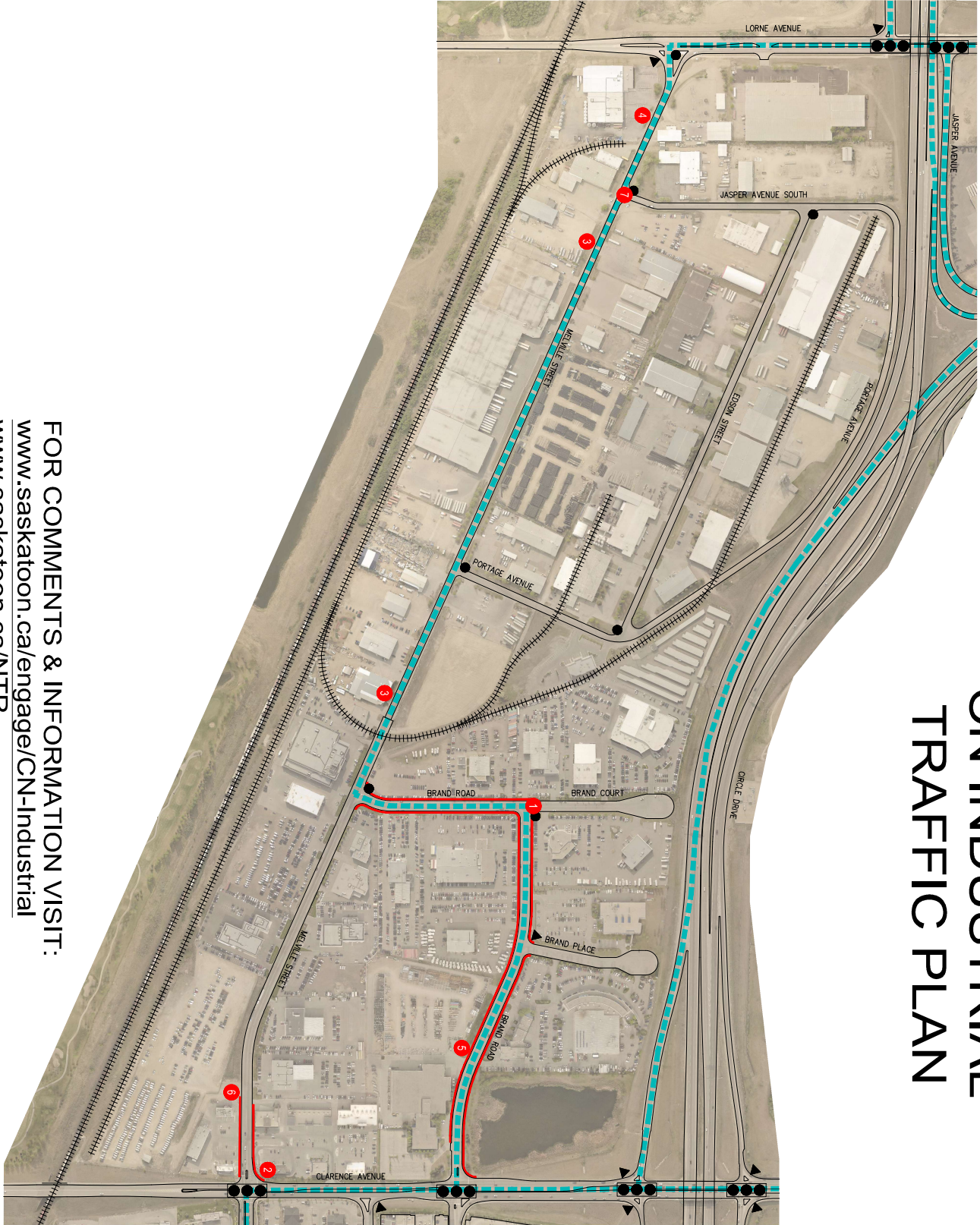
The CN Industrial Area Traffic Plan is illustrated in Exhibit ES-1.

CN Industrial Area Traffic Review

Table ES-1: CN Industrial Area Recommended Improvements

Item	Location	Recommendation	Justification
1	Brand Road and Brand Court	Install a stop sign on the Nissan driveway	Improve traffic operations
2	Melville Street and Clarence Avenue	Conduct follow-up study to determine if additional storage capacity is required for the southbound to eastbound left turn lane	Improve traffic operations
		Repaint the lane line pavement markings on Melville Street	Improve traffic operations
3	Melville Street between Brand Road and Jasper Avenue	Speed display board for westbound traffic west of the intersection of Melville Street and Brand Road	Reduce speeds
		Speed display board for eastbound traffic east of the intersection of Melville Street and Jasper Avenue	Reduce speeds
		Forward speed data to the Saskatoon Police Service to consider for enforcement	Reduce speeds
4	Melville Street near Jasper Avenue	Work with CN Railway to remove the abandoned railway track	Improve traffic operations
5	Brand Road between Clarence Avenue and Melville Street	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety
6	Melville Street between Clarence Avenue and the Hyundai Dealership	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety
7	Melville Street and Jasper Avenue	Tree trimming in the northwest corner of the intersection	Improve traffic operations

CN INDUSTRIAL TRAFFIC PLAN



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- EXISTING TRAFFIC SIGNAL
- RECOMMENDATION

FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/engage/CN-Industrial
www.saskatoon.ca/NTR

CN Industrial Area Traffic Review

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1. Introduction

As the City of Saskatoon continues to grow, many neighbourhoods face issues such as pedestrian safety, cut-through traffic, and increased speeds. In August 2013, City Council adopted the City of Saskatoon Traffic Guidelines and Tools that outlines a procedure for completing traffic reviews on a neighbourhood-wide basis. In 2016, the successful Neighbourhood Traffic Review program was expanded to include industrial neighbourhoods. Prior to this, traffic issues in industrial areas were dealt with on a case-by-case basis with mixed results. Since 2013, the formal process has proven to be very successful in providing recommendations that improve neighbourhood traffic conditions and pedestrian safety. Recommendations are developed by the Administration and stakeholders in a collaborative manner. Accordingly, this report provides the Traffic Plan for the CN Industrial Area.

The CN Industrial Area is bound by the CN rail tracks to the south, Clarence Avenue to the east, Lorne Avenue to the west and Circle Drive to the north. The land use is primarily industrial as well as containing an auto-mall district.

The neighbourhood traffic review includes four stages:

- **Stage 1** – Identify issues, concerns and possible solutions through the initial consultation and the Saskatoon Engage online discussion.
- **Stage 2** – Develop a draft traffic plan based on stakeholders' input and traffic assessments.
- **Stage 3** – Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic departments for feedback; make adjustments as needed; and present the plan to Standing Policy Committee on Transportation.
- **Stage 4** – Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in August 2020 to identify traffic concerns within the CN Industrial Area. At the meeting, business owners, employees, and road users were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the stakeholders including all correspondence, and Saskatoon Engage discussion comments received prior to the follow-up meeting.

2.1. Speeding and Shortcutting

Shortcutting occurs when non-local traffic passes through an area on streets that are designed and intended for low volumes of traffic (i.e. local streets). As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Stakeholder expressed concerns with speeding on Melville Street.

2.2. Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation. Walking to nearby amenities reduces traffic volumes.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, which states the installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada's Pedestrian Crossing Control Guide.

Neighbourhood concerns regarding pedestrian safety were raised for Brand Road.

Stakeholders suggested that sidewalks be added.

2.3. Traffic Control

Traffic control signs are used to assign the right-of-way. City of Saskatoon Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs states that stop and yield signs are not to be used:

- as speed control devices;
- to stop priority traffic over minor traffic;
- on the same approach to an intersection where traffic signals are operational; or
- as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volumes, collision history, and a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic controls were identified for the intersection of Brand Road and Brand Court.

Stakeholders requested that an all-way stop be installed.

2.4. Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, The Traffic Bylaw, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway or back lane.

Neighbourhood concerns regarding parking were identified at the following locations:

- Melville Street
- Brand Road

2.5. Maintenance

Maintenance is requested throughout the consultation process that reflects the work of other civic departments. These include the condition of the street signs (i.e. knocked over, damaged, obstructed by trees), trees obstructing driver's view, or roadway maintenance (i.e. snow clearing, potholes, sanding).

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Melville Street
- Jasper Avenue

Stakeholders suggested tree trimming to improve sight lines and the removal of an abandoned railway crossing.

2.6. Major Intersections and Corridors

Major intersections include roadways with higher traffic volumes (i.e. arterials, collectors) or intersections with an existing traffic signal.

Neighbourhood concerns regarding major intersections were raised at the intersection of Clarence Avenue and Melville Street.

Stakeholders suggested the construction of a second southbound to eastbound left turn lane.

3. Develop Draft Traffic Plan

3.1. Methodology

Stage 2 of the neighbourhood traffic review included development of a draft traffic plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the businesses, employees, and road users.
- Collect historical traffic studies and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Daily and weekly traffic counts;
 - Speed measurements;
 - Intersection turning movement counts;
 - Pedestrian counts;
 - Site observations; and
 - Collision analysis.
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgment.

The following sections provide details on the data collected for traffic volume and speed assessments, traffic control assessments, pedestrian crossing assessments, traffic signal assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

3.2. Traffic Volume and Speed Assessments

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon, the streets are classified typically as either local, collector, or arterial streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in Table 3-1.

CN Industrial Area Traffic Review

Table 3-1: City of Saskatoon Street Classifications and Characteristics

Characteristic	Classifications								
	Back Lanes		Locals		Collectors		Arterials		Freeways / Expressways
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major	
Traffic Service Function	Land access function only (traffic movement not a consideration)		Land access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration	Traffic movement primary consideration
Land Service/ Access	Land access only function		Land access primary function		Traffic movement and land access of equal importance		Some access control	Rigid access control	No access
Typical Traffic Volume (veh/day)	<500	<1,000	<1,000	<5,000	<5,000	8,000 to 10,000	5,000 to 25,000		>20,000 >10,000
Traffic Flow Characteristics	Interrupted flow		Interrupted flow		Interrupted flow		Uninterrupted flow except at signals and crosswalks		Uninterrupted flow except at signals Free-flow (grade separated)
Typical Posted Speed Limit (kph)	20		50		50		50 to 70		80 to 90
Typical Vehicle Type	Passenger and service vehicles	All types	Passenger and service vehicles	All types	Passenger and service vehicles	All types	All types	All types, large portion of trucks	All types, large portion of trucks
Desirable Network Connections	Lanes, Locals		Lanes, Locals, Collectors		Locals, Collectors, Arterials		Collectors, Arterials, Freeways/Expressways		Arterials, Freeways/ Expressways
Transit Service	Not permitted		Generally avoided		Permitted		Permitted		Express buses only
Cyclist Facilities	No restrictions or special facilities		No restrictions or special facilities		No restrictions; special facilities considered		No restrictions; special facilities considered		Prohibited*
Pedestrians Facilities	Permitted, no special facilities		Sidewalks provided both sides		Sidewalks provided both sides, separation from traffic lanes preferred		Sidewalks provided both sides, separation from traffic lanes required		Prohibited*
Typical Parking Restrictions	Some restrictions		No restrictions or restrictions one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions	Prohibited
Minimum Intersection Spacing (m)	As needed		60		60		200	400	800 or 1,600 between interchanges
Typical Right-of-Way Width (m)	6		15 to 22		21 to 41		33 to 43		75 to 125

*May be considered beyond the clear zone

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the CN Industrial neighbourhood is 50 kph.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as a concern are summarized in Table 3-2.

CN Industrial Area Traffic Review

Table 3-2: Speed Studies and Average Daily Traffic Counts (2020)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Melville Street	Brand Road and Portage Avenue	Collector	4,479	57

3.3. Traffic Control Assessments

Yield, stop, and all-way stop controls need to meet City of Saskatoon Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs.

Turning movement counts were completed to determine the need for an all-way (i.e. three-way or four-way) stop control. Criteria outlined in Council Policy C07-007 that may warrant an all-way stop include:

- a peak hour count greater than 600 vehicles;
- an ADT greater than 6,000 vehicles per day; or
- when five or more collisions are reported in a one-year period within the last three years and are of a type susceptible to correction by an all-way stop control.

Further conditions that must be met for an all-way stop to be warranted are:

1. At least 35% of the traffic entering the intersection from the minor street for a four-way stop and 25% for a three-way stop.
2. No other all-way stop or traffic signals within 200 m.

Results of the studies are shown in Table 3-3.

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Brand Road and Brand Court	389	3,950	1	Criteria not met.

All-way stop is not warranted for the intersection of Brand Road and Brand Court. Details of the all-way stop assessments are provided in **Appendix C**.

3.4. Collision Analysis

The most recently available five-year collision data (2015 to 2019) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. No intersections within the CN Industrial neighbourhood had two or more collisions per year in the period between 2015 and 2019.

Details of the collision analysis are provided **Appendix D**.

4. Present Traffic Plan

4.1. Methodology

Stage 3 of the traffic review included finalizing the traffic plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a draft plan that illustrates the appropriate recommended improvements.
- Present the draft plan to the businesses, employees and road users.
- Circulate the draft plan to the civic departments for comment.
- Revise the draft plan based on feedback from the stakeholders.
- Prepare a technical document summarizing the recommended plan and project process.

The tables in the following sections provide the details of the recommended traffic plan, including the location, recommended improvement and justification of the recommended improvement.

4.2. Speeding and Shortcutting

As stated in Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs, “stop signs are not to be used as speed control devices.”

The recommended improvements to address speeding and shortcutting are detailed in Table 4-1.

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Melville Street between Brand Road and Jasper Avenue	Install a speed display board for westbound traffic west of the intersection of Melville Street and Brand Road	Reduce speeds
	Install a speed display board for eastbound traffic east of the intersection of Melville Street and Jasper Avenue	Reduce speeds
	Forward speed data to the Saskatoon Police Service to consider for enforcement	Reduce speeds

4.3. Pedestrian Safety

The recommended improvements to increase pedestrian safety are detailed in Table 4-2.

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Brand Road between Clarence Avenue and Melville Street	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian accessibility and safety
Melville Street between Clarence Avenue and the Hyundai Dealership	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian accessibility and safety

4.4. Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in Table 4-3.

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Brand Road and Brand Court	Install a stop sign on the Nissan driveway	Improve traffic operations
Melville Street and Clarence Avenue	Conduct follow-up study to determine if additional storage capacity is required for the southbound to eastbound left turn lane	Improve traffic operations
	Repaint the lane line pavement markings on Melville Street	Improve traffic operations
Melville Street and Jasper Avenue	Work with CN Railway to remove the abandoned railway track near the intersection	Improve traffic operations
	Tree trimming in the northwest corner of the intersection	Improve traffic operations

4.5. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to stakeholders in a video presentation that was posted to the project Engage page in February 2021. The presentation and draft traffic plan are provided in **Appendix E**.

A decision matrix detailing the list of recommended improvements presented in the video are included in **Appendix F**. Additional issues raised during and after the presentation were assessed and outlined in **Appendix G**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department,

Environmental Services, Parking Services, Roadways, Fleet and Support and Saskatoon Transit.

4.6. Engagement Summary

Businesses, employees, and road users were invited to participate in the process through a public meeting and virtual presentation, as outlined in Table 4-4.

Table 4-4: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 August 25 th 2020 3 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Virtual Presentation February 17 th 2021	To present the draft traffic plan	Presentation and draft traffic plan included in Appendix E

Residents and stakeholders in the CN Industrial Area were notified of the project via:

- a flyer delivered to each residence in the neighbourhood;
- billboards placed on Brand Road prior to the first meeting;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- notifying the appropriate City Councillor.

The Engage page was used to disseminate information about the engagement events, as well as status updates and notifications for the project. It also provided a forum for stakeholder comments.

Two residents subscribed for email updates. Study updates were provided to these residents at several milestones throughout the project.

Residents were invited to provide their concerns and feedback through the following:

- saskatoon.ca/engage webpage;
- report a traffic issues application;
- written submissions at the meetings;
- written notes taken by the Administration at the meetings; and
- written, verbal, and e-mail submission to the Administration.

Business owners, employees, or road users who could not attend the meetings were able to view the meeting materials and provide feedback via the City's saskatoon.ca/engage webpage, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix H**.

5. Implementation

Stage 4, the final stage of the traffic review, is to install the recommended improvements. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of signs, pavement markings, and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring/summer of the following year. Therefore, installations for the CN Industrial Area are likely to begin in spring/summer 2021.

The estimated costs of the improvements included in the Traffic Plan are outlined in the following tables:

- Table 5-1: Signs, Pavement Markings, and Temporary Traffic Calming Cost Estimate
- Table 5-2: Pedestrian Accessible Ramps and Sidewalks Cost Estimate
- Table 5-3: Total Cost Estimate

Table 5-1: Signs, Pavement Markings, and Temporary Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Brand Road and Brand Court	Stop Sign (1)	\$500	1-2 Years
Clarence Avenue and Melville Street	Lane Delineation Pavement Markings	\$500	
Melville Street between Brand Road and Jasper Avenue	Speed Display Boards (2)	\$0 (Ten devices purchased in 2017 are relocated annually.)	
Total		\$1,000	

CN Industrial Area Traffic Review

Table 5-2: Pedestrian Accessible Ramps and Sidewalks Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Brand Road between Clarence Avenue and Melville Street	Sidewalk both sides (1,300 m)	\$650,000	5 Plus Years
	Pedestrian accessible ramps (33)	\$114,500	
Melville Street between Clarence Avenue and the Hyundai Dealership	Sidewalk both sides (200 m)	\$100,000	
	Pedestrian accessible ramps (4)	\$14,000	
Total		\$878,500	

Table 5-3: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings, and Temporary Traffic Calming	\$1,000	-	-
Pedestrian Accessible Ramps and Sidewalks	-	-	\$878,500
Total	\$1,000	\$0	\$878,500

The total cost estimate for short-term improvements (signs, pavement markings, and temporary traffic calming) is \$1,000. The total cost estimate for medium and long-term improvements (pedestrian accessible ramps and sidewalks) is \$878,500.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-4.

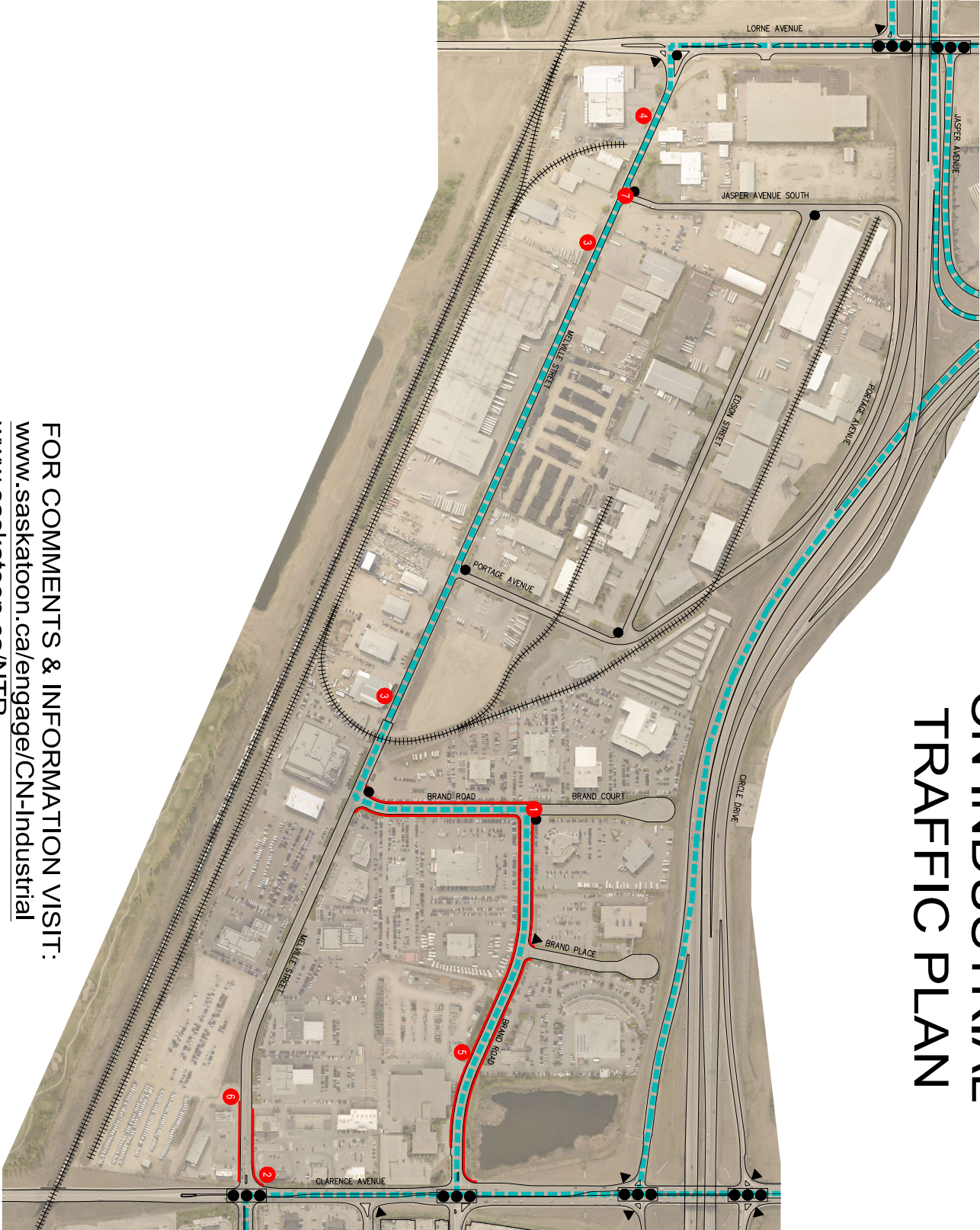
The resulting recommended CN Industrial Area Traffic Plan is illustrated in Exhibit 5-1.

CN Industrial Area Traffic Review

Table 5-4: CN Industrial Area Recommended Improvements

Item	Location	Recommendation	Justification
1	Brand Road and Brand Court	Install a stop sign on the Nissan driveway	Improve traffic operations
2	Melville Street and Clarence Avenue	Conduct follow-up study to determine if additional storage capacity is required for the southbound to eastbound left turn lane	Improve traffic operations
		Repaint the lane line pavement markings on Melville Street	Improve traffic operations
3	Melville Street between Brand Road and Jasper Avenue	Speed display board for westbound traffic west of the intersection of Melville Street and Brand Road	Reduce speeds
		Speed display board for eastbound traffic east of the intersection of Melville Street and Jasper Avenue	Reduce speeds
		Forward speed data to the Saskatoon Police Service to consider for enforcement	Reduce speeds
4	Melville Street near Jasper Avenue	Work with CN Railway to remove the abandoned railway track	Improve traffic operations
5	Brand Road between Clarence Avenue and Melville Street	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety
6	Melville Street between Clarence Avenue and the Hyundai Dealership	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety
7	Melville Street and Jasper Avenue	Tree trimming in the northwest corner of the intersection	Improve traffic operations

CN INDUSTRIAL TRAFFIC PLAN



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- EXISTING TRAFFIC SIGNAL
- RECOMMENDATION

FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/engage/CN-Industrial
www.saskatoon.ca/NTR

Appendix A

Public Meeting #1 – August 25th 2020

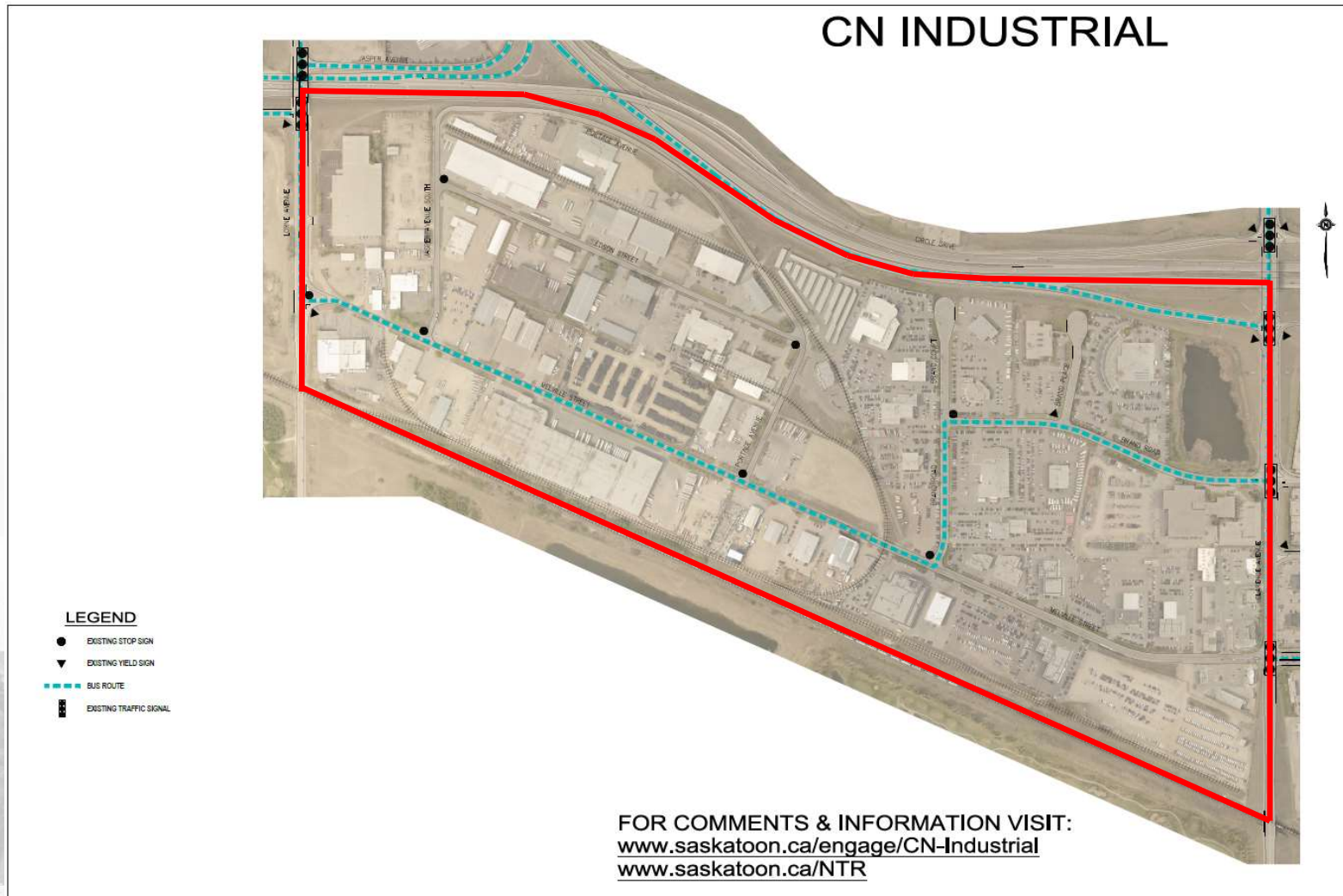


Neighbourhood Traffic Review CN Industrial




Study Area

- Study limits
 - Lorne Avenue
 - Circle Drive
 - Clarence Avenue
 - CN Rail Tracks
- Local and collector roads

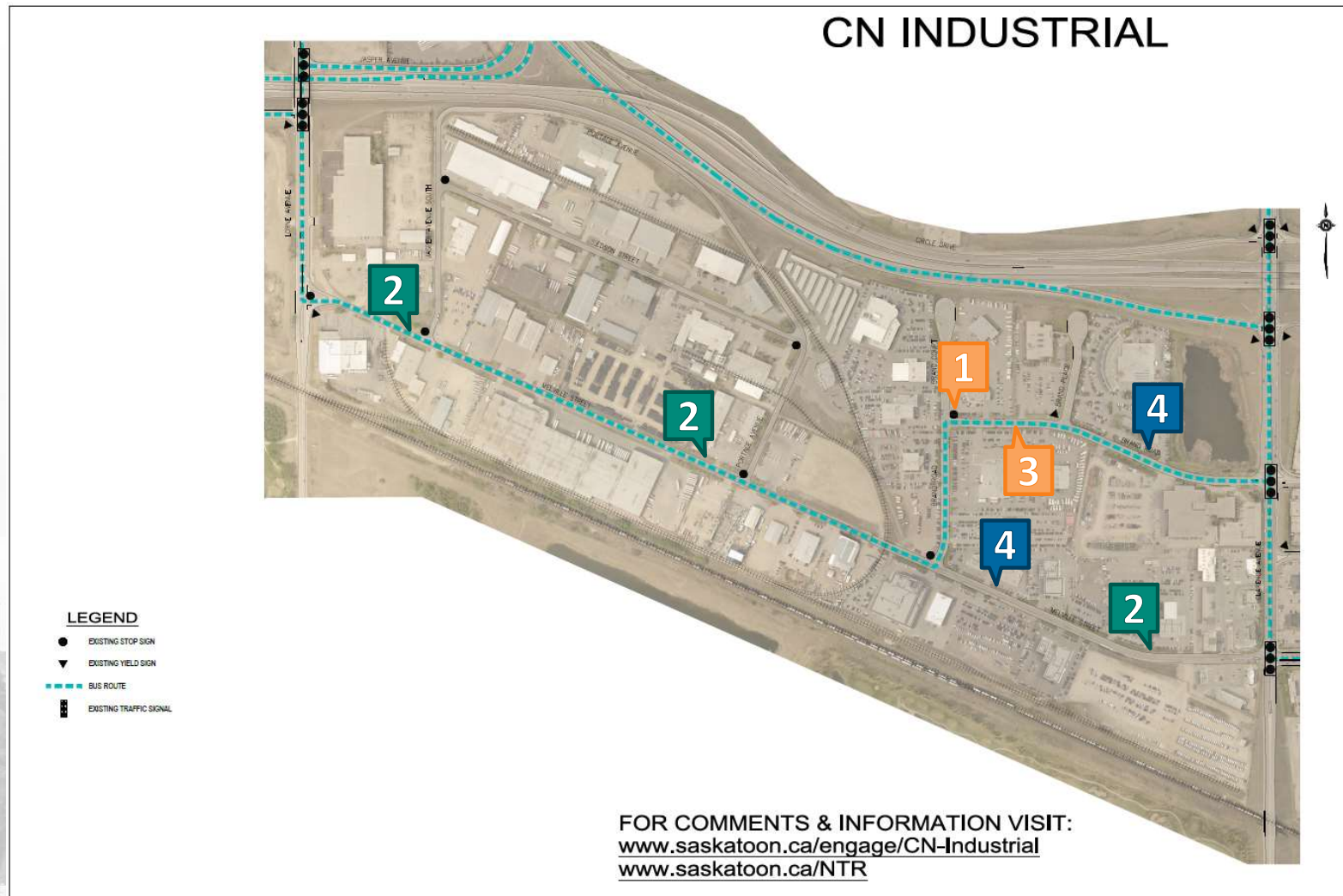


Previous Concerns

 Operations

 Speeding

 Pedestrian
Safety

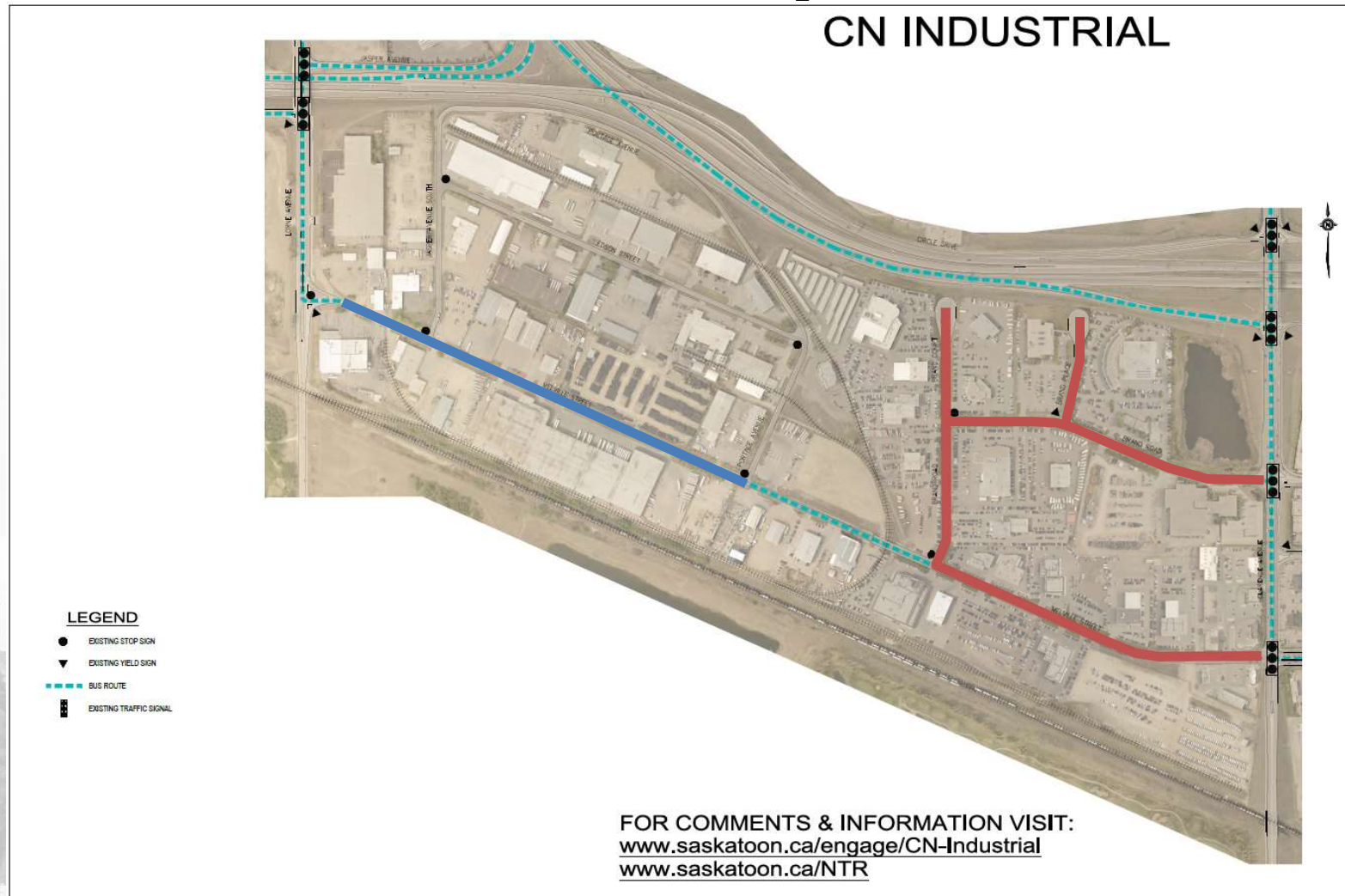


Additional Studies / Projects

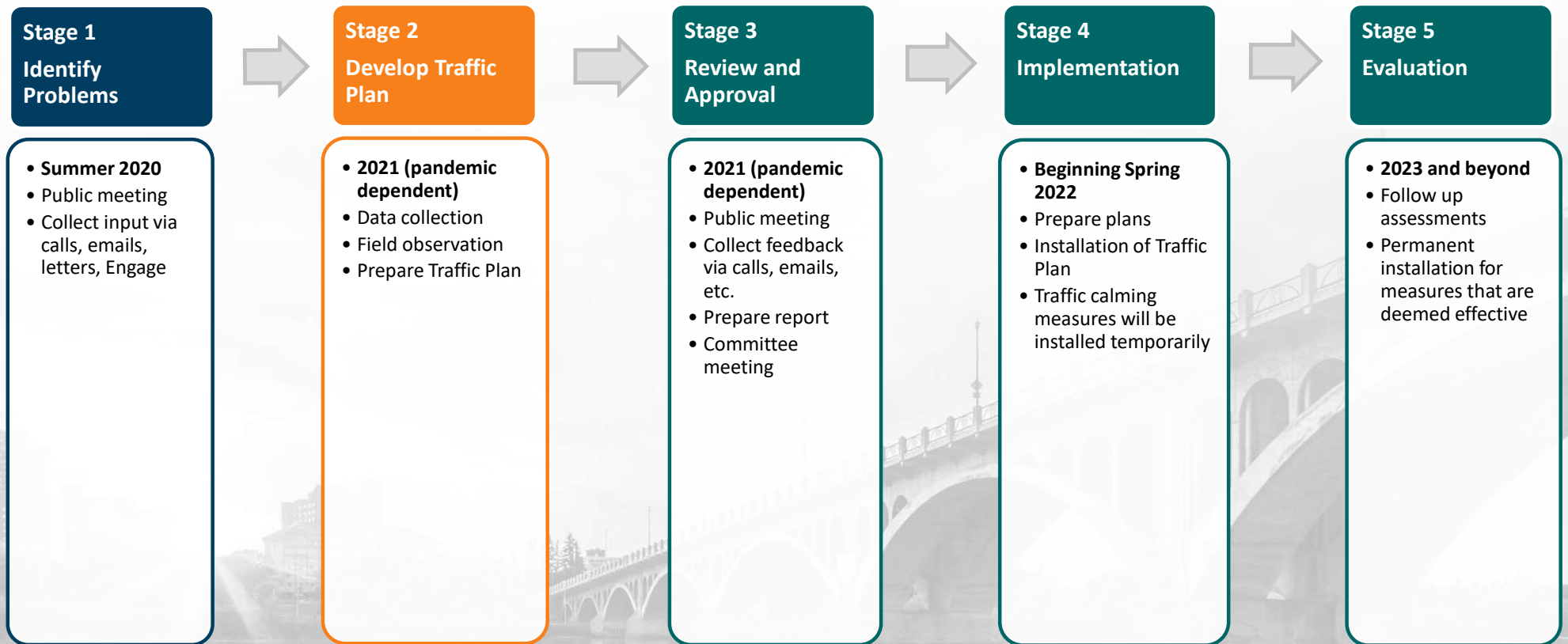
Microsurface –
Brand Road,
Brand Place, and
Brand Court (est.
2021)

Microsurface –
Melville Street
between
Clarence Avenue
and Brandt Road
(est. 2021)

Shallow
Reconstruction –
Melville Street



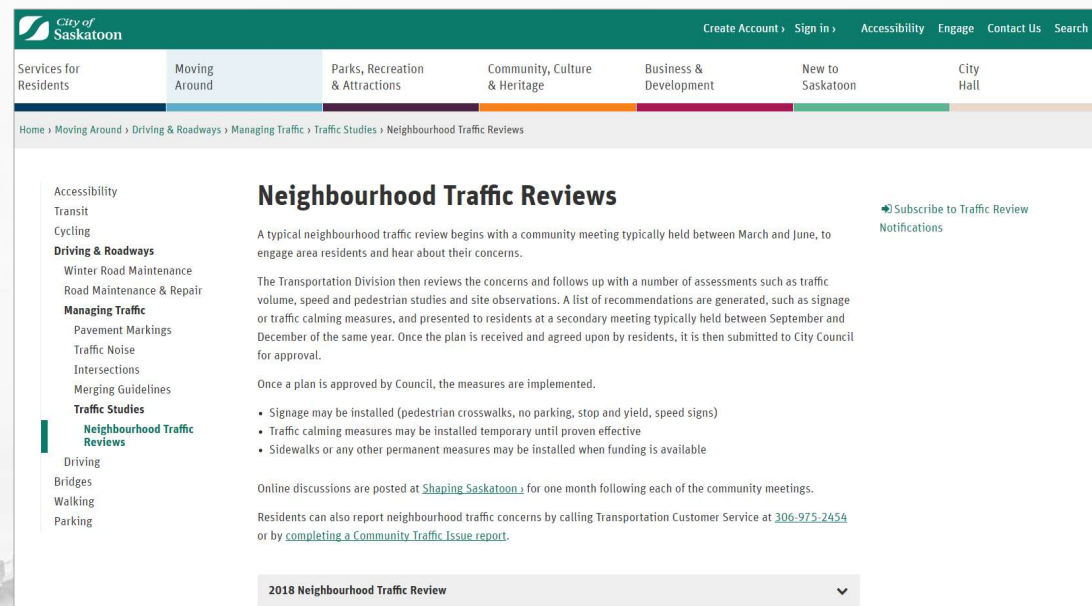
Next Steps



Join the Discussion

- Post comments at www.saskatoon.ca/engage
- Subscribe for updates at www.saskatoon.ca/NTR
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Julian at 306-975-3663
- Email us at ntr@saskatoon.ca
- Send us a letter

Attn: Julian Petras, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



CITY OF SASKATOON

CN Industrial Neighbourhood Traffic Review

Meeting #1 Minutes

Date: Tuesday, August 25th, 2020

Time: 7:00 – 7:30 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Julian Petras	City of Saskatoon Transportation Engineer CN Industrial Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Staff Sergeant Devon Racicot	Saskatoon Police Service, Traffic Unit, Staff Sergeant

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Julian Petras – Transportation Engineer)

See Video – Online meeting video recording – August 25th, 2020

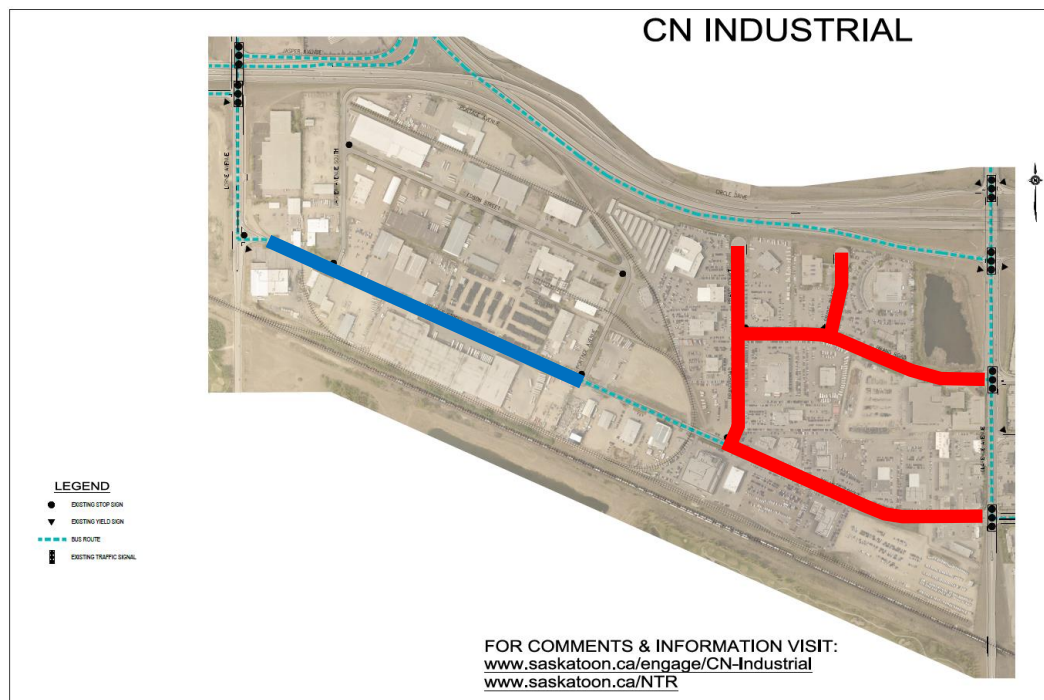
Updates on other relevant projects

Upcoming Road Preservation Projects:

In 2021, the city will be completing a microsurfacing project on Brand Road, Brand Place, Brand Court, and Melville Street. The sections of roads included in this project are shown in red on the map below. Microsurfacing involves adding a thin protective layer on top of the existing roadway. This treatment extends the lifespan of the roadway and helps to prevent the need for more extensive repairs.

In 2022 the city will be completing a shallow reconstruction of Melville Street between Portage Avenue and just east of Lorne Avenue. The extents of this

project are shown in blue on the map below. A shallow reconstruction involves removing and replacing the asphalt and a portion of the road structure.



City of Saskatoon 2020-2022 Road Preservation Projects:

<https://citysaskatoon.maps.arcgis.com/apps/View/index.html?appid=7fdbcf561f854589949c884911c35ca4>

How to use the map:

- Open it in Google Chrome
- Select the legend in the left hand corner
- Enter the street you are interested in
- The street will be highlighted if work is planned between 2020-2022

Sidewalk Infill

Transportation prioritizes missing sidewalk locations using a combination of land use and street context to determine which missing sidewalk locations will have the most impact on the safety and walkability of the pedestrian network.

Installing sidewalks in existing neighbourhoods can be challenging due to the presence of physical constraints (trees, utilities, fences, etc.). These constraints require careful consideration to ensure that the project is feasible prior to construction. This is why the Sidewalk Infill Program is currently focussing on prioritization, planning, and assessing the feasibility of sidewalk infill locations.

Council reports:

<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=b8f14d36-d332-4650-a5de-1cb13fd8b759&Agenda=Merged&lang=English&Item=18&Tab=attachments>
(5-year Active Transportation implementation plan)

<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=9b51231d-fb63-4ba5-87bf-b7809c8bd696&Agenda=Agenda&lang=English&Item=20&Tab=attachments>
(sidewalk infill prioritization criteria)

Next Steps

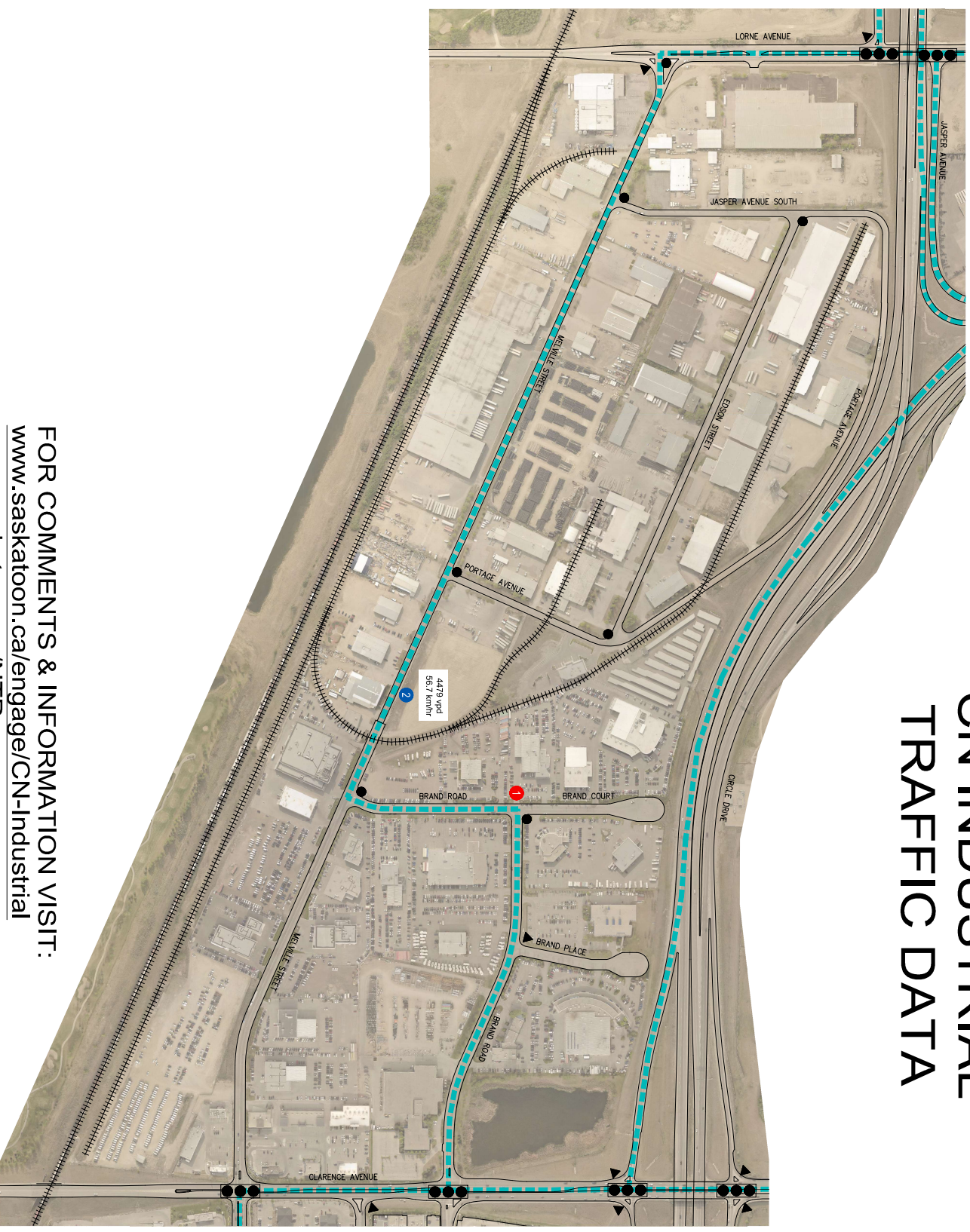
1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than September 25th, 2020
3. Additional public input via Engage Page no later than September 25th, 2020
4. Traffic counts data collection and analysis. Due to COVID-19 we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

Adjournment

Appendix B

Traffic Data Collection

CN INDUSTRIAL TRAFFIC DATA



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- EXISTING TRAFFIC SIGNAL
- TRAFFIC MOVEMENT COUNT + PEDESTRIAN COUNT INTERSECTION (3 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLCC))

FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/engage/CN-Industrial
www.saskatoon.ca/NTR

Appendix C

All-Way Stop Assessments

All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & Yield Signs)

Step 1:

One of the following criteria must be met to warrant an all-way stop:

- i) When five or more collisions are reported in a one-year period within the three years and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour OR the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.
- v) When an engineering study has identified a safety concern dangerous pattern of traffic that is susceptible to correction by an all-way stop control.

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
Brand Road and Brand Court	1	389 3,950	N/A	No	N/A	Criteria not met. Do not proceed to Step 2.

Continue to Step 2 if one of the criteria are met.

Appendix D

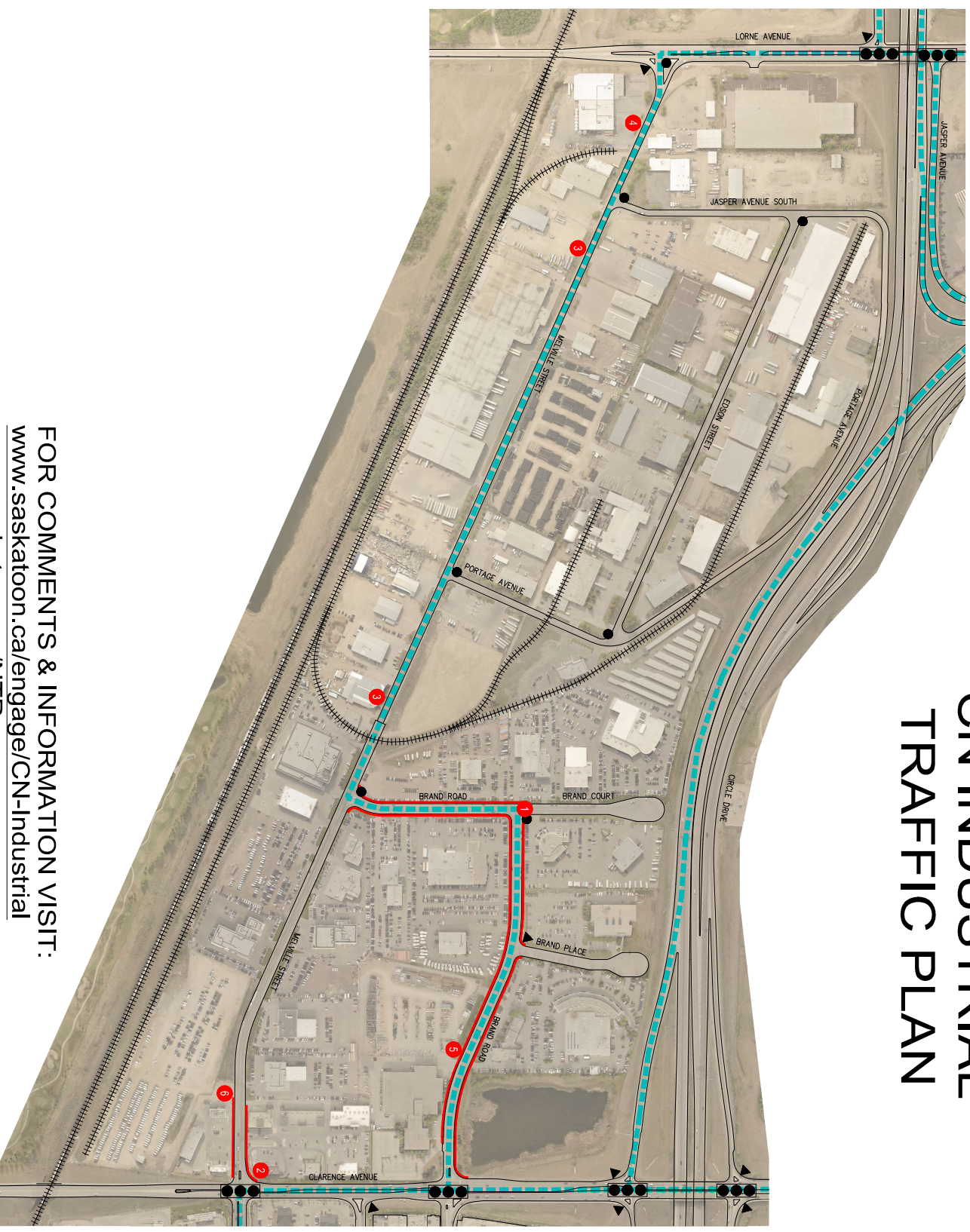
Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2015 – 2019)	All collisions (2019)	Right Angle, Left Turn & Right Turn (2015-2019)	Right Angle, Left Turn & Right Turn (2019)	Average # of Collisions Per Year (2015-2019)	Comments
Brand Road	Melville Street	H13-17	6	2	3	1	1.2	Local
Brand Court	Brand Road	H13-19	5	1	3	1	1	Local
Melville Street	Portage Avenue	G13-20	3	1	0	0	0.6	Collector
Edson Street	Jasper Avenue	G13-10	1	0	0	0	0.2	Local
Jasper Avenue	Melville Street	G13-14	1	0	0	0	0.2	Local
Edson Street	Portage Avenue	H13-2	1	0	1	0	0.2	Local

Appendix E

Public Presentation – February 17th, 2021

CN INDUSTRIAL TRAFFIC PLAN



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- EXISTING TRAFFIC SIGNAL
- RECOMMENDATION

FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/engage/CN-Industrial
www.saskatoon.ca/NTR

CN Industrial NTR - Recommended Improvements

Item	Location	Recommendation	Justification
1	Brand Road and Brand Court	Install a stop sign on the Nissan driveway	Improve traffic operations
2	Melville Street and Clarence Avenue	Conduct follow-up study to determine if additional storage capacity is required for the southbound to eastbound left turn lane	Improve traffic operations
		Repaint the lane line pavement markings on Melville Street	Improve traffic operations
3	Melville Street between Brand Road and Jasper Avenue	Install a speed display board for westbound traffic near the intersection of Melville Street and Brand Road	Reduce speeds
		Install a speed display board for eastbound traffic near the intersection of Melville Street and Jasper Avenue	Reduce speeds
		Forward speed data to the Saskatoon Police Service to consider for enforcement	Reduce speeds
4	Melville Street near Jasper Avenue	Work with CN Railway to remove the abandoned railway track	Improve traffic operations
5	Brand Road between Clarence Avenue and Melville Street	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety
6	Melville Street between Clarence Avenue and the Hyundai Dealership	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety

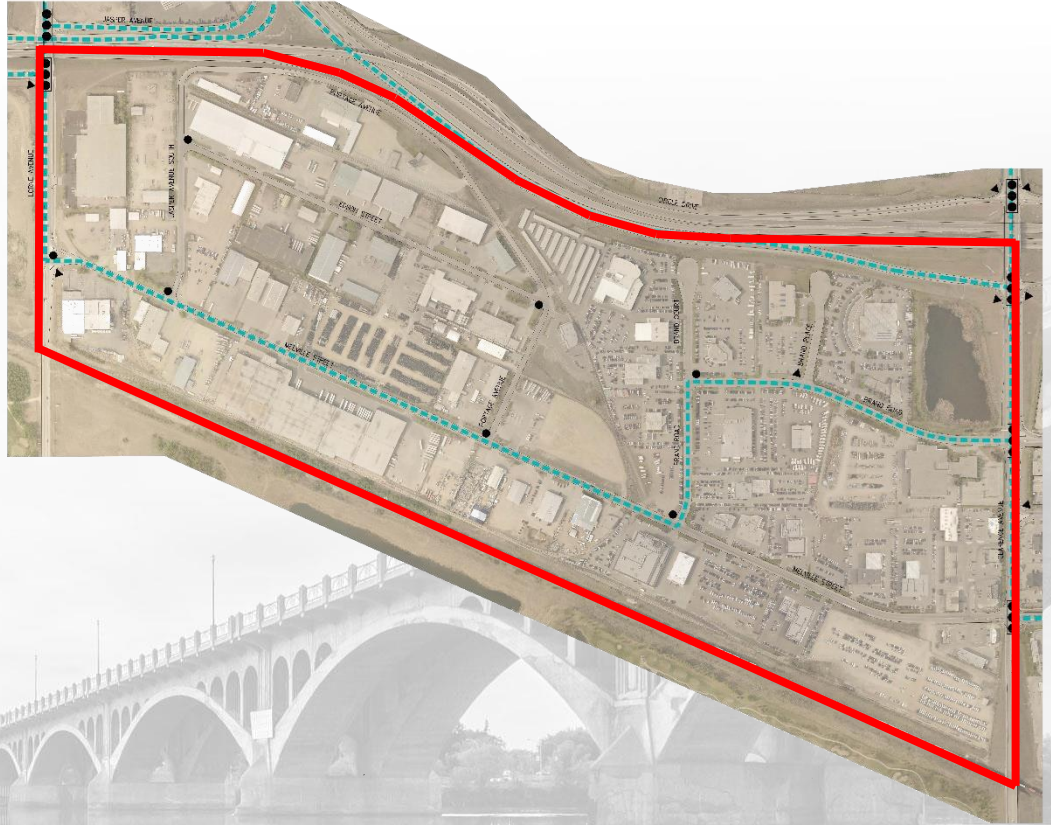


CN Industrial Neighbourhood Traffic Review

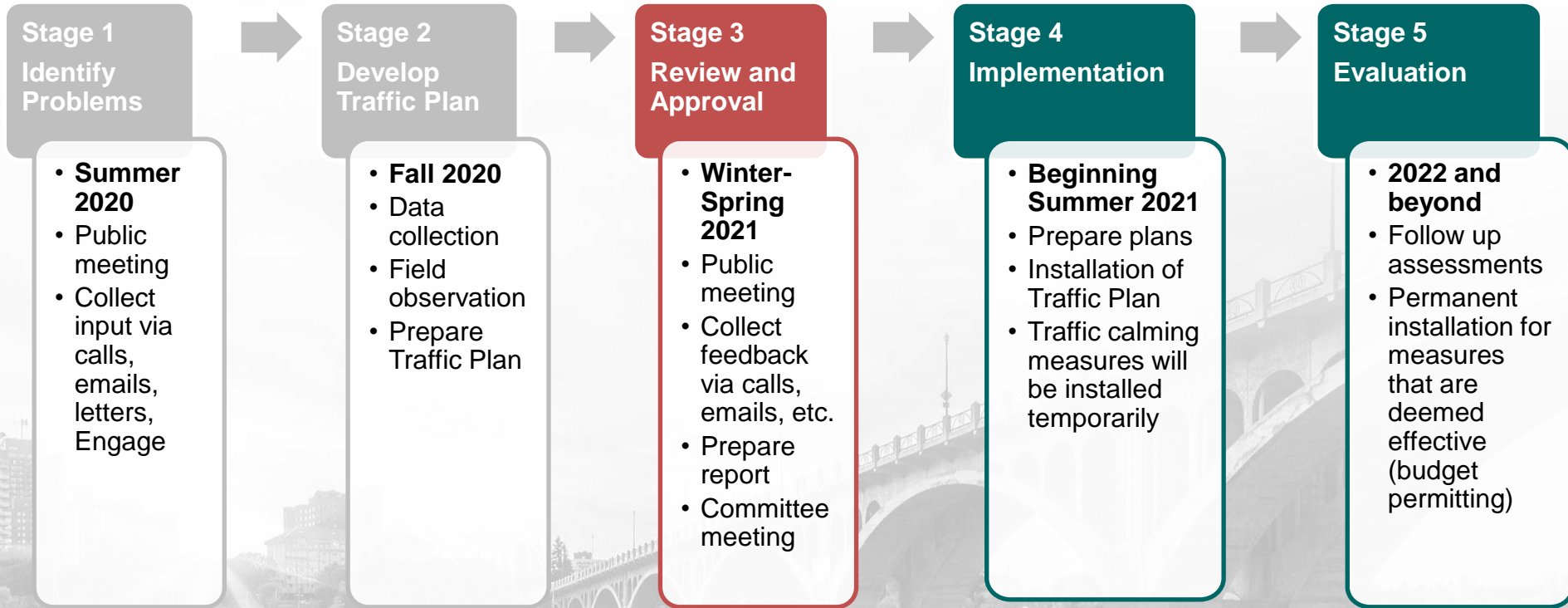


Study Area

- Study limits
 - Lorne Avenue
 - Circle Drive
 - Clarence Avenue
 - CN Rail Tracks
- Local and collector roads



Neighbourhood Traffic Review Schedule



*Schedule is pandemic dependent

What We Heard

- Speeding on Melville Street
- Lack of sidewalks on Brand Road
- Intersection safety concerns at Brand Road and Brand Court
- Delay concerns at Clarence Avenue and Melville Street / Stonebridge Boulevard
- Other Concerns
 - Abandoned rail crossing near Jasper Avenue

What We Did

- Field observations
- Data collection
 - 2 traffic volume / speed studies
- Collision Analysis

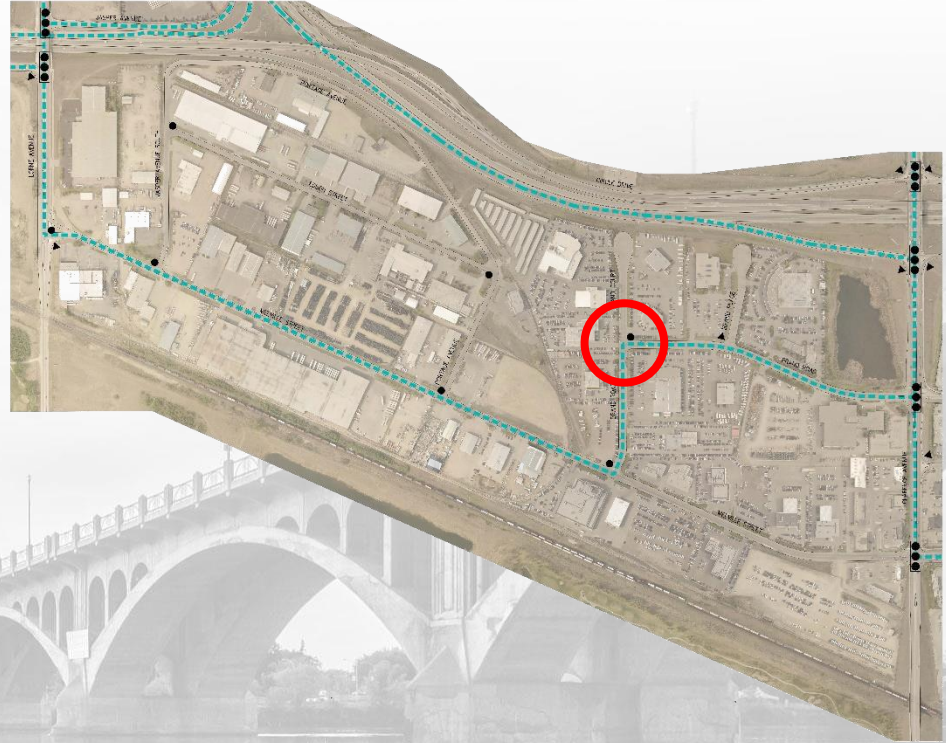
What We Propose

- Stop sign
- Sidewalks
- Speed display devices
- Repainting pavement markings

Recommendation #1

Brand Road and Brand Court

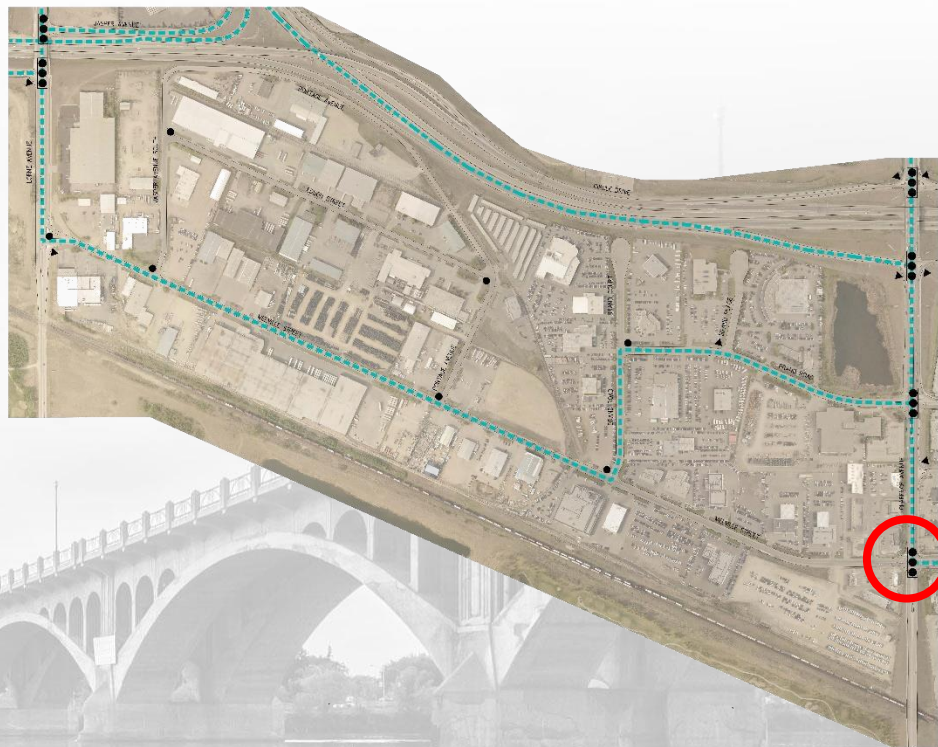
- Install a stop sign on the Nissan driveway



Recommendation #2

Clarence Avenue and Melville Street

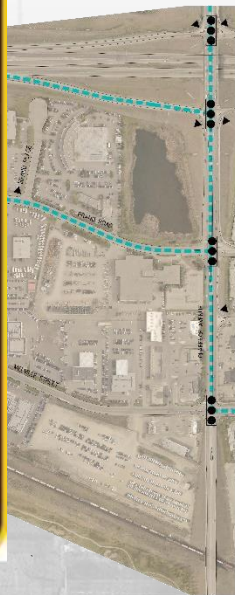
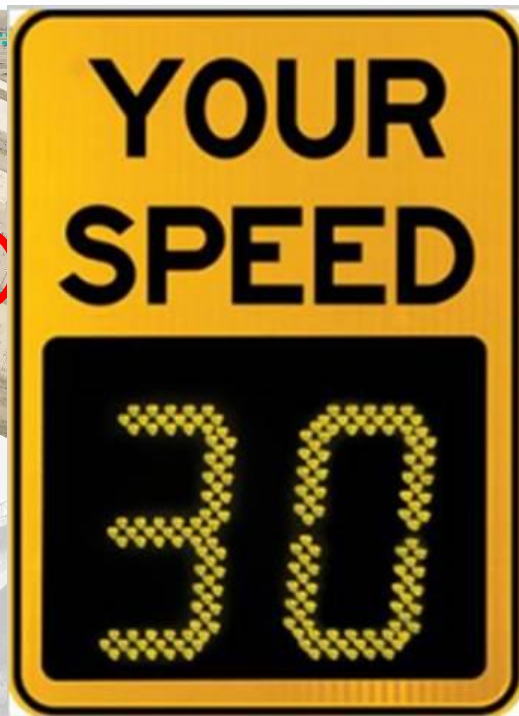
- Conduct follow-up study to analyze storage capacity
- Repaint pavement markings on Melville Street approaching Clarence Avenue



Recommendation #3

Melville Street

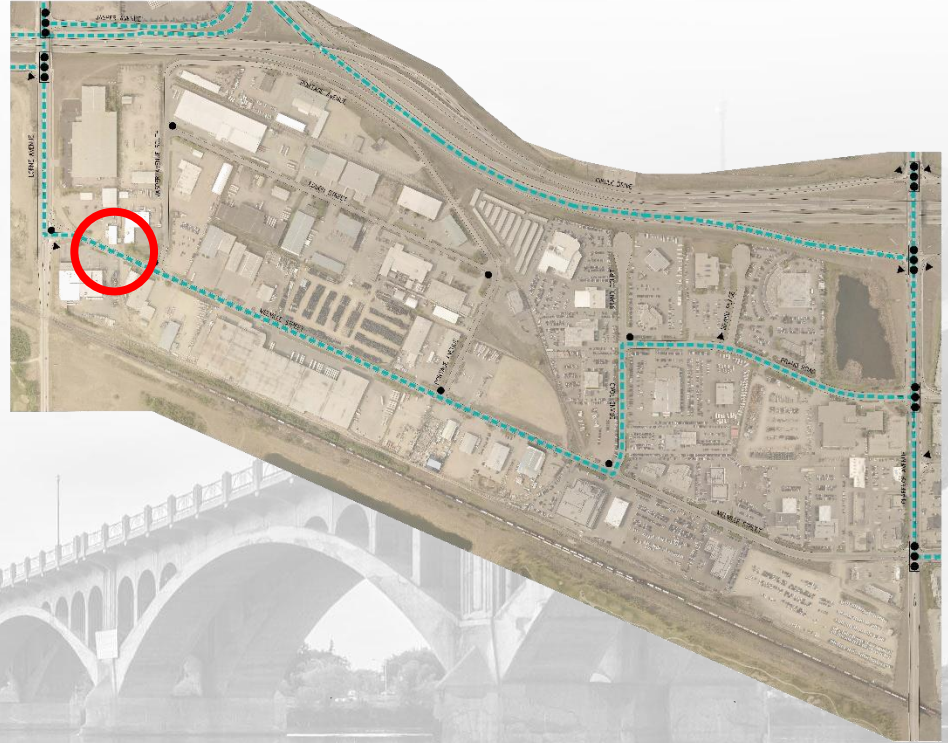
- Install westbound speed display board near Melville Street and Brand Road
- Install eastbound speed display board near Melville Street and Jasper Avenue
- Forward speed data to the Saskatoon Police Service



Recommendation #4

Melville Street near Jasper Avenue

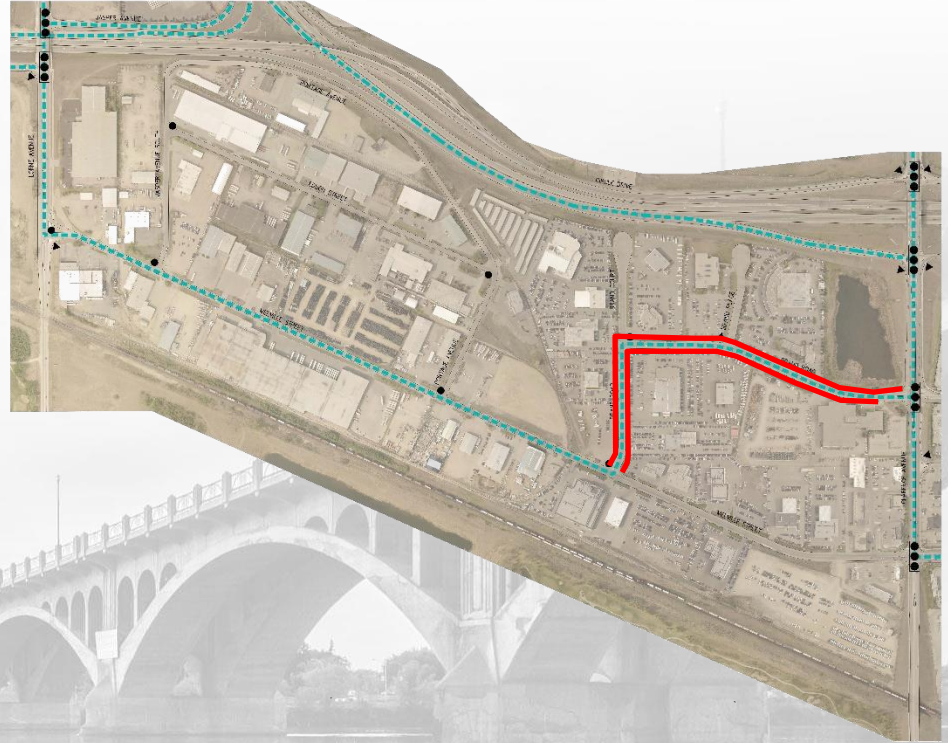
- Work with CN Railway to remove the abandoned railway track



Recommendation #5

Brand Road

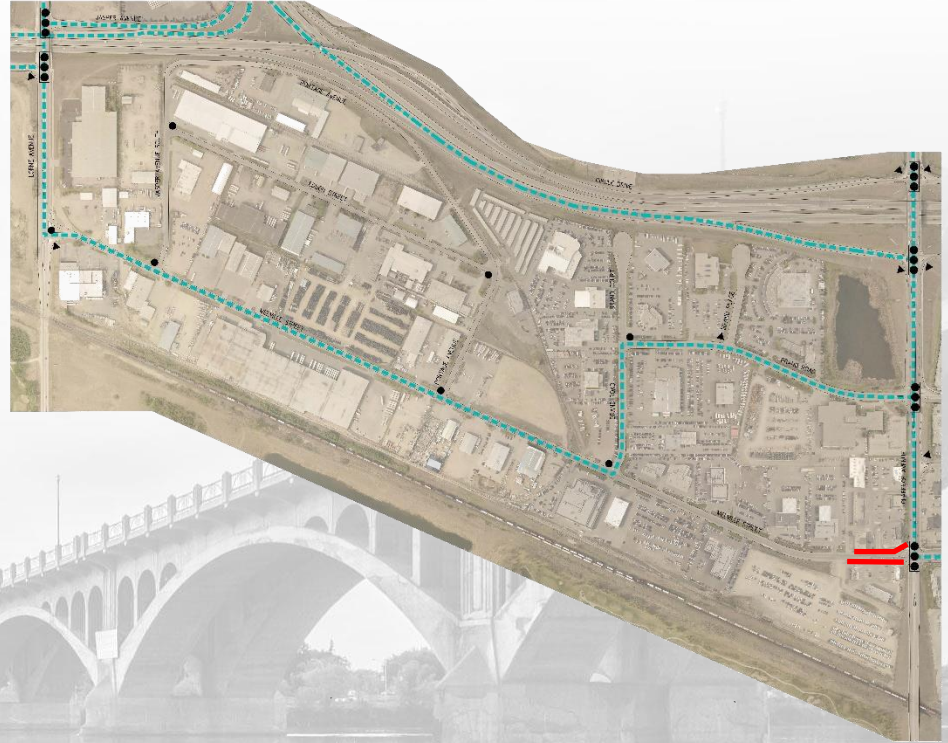
- Sidewalk and pedestrian ramps to be installed as per the Sidewalk Infill Program



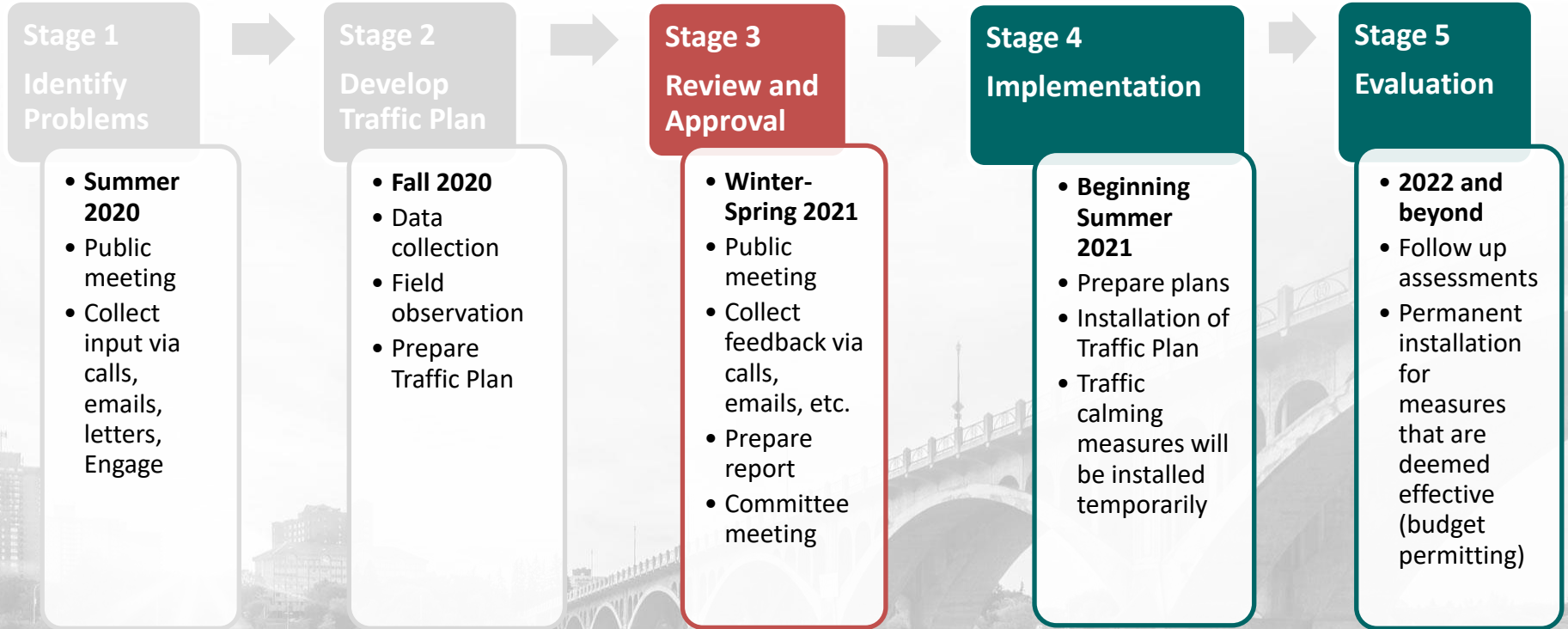
Recommendation #6

Melville Street

- Sidewalk and pedestrian ramps to be installed as per the Sidewalk Infill Program



Next Steps



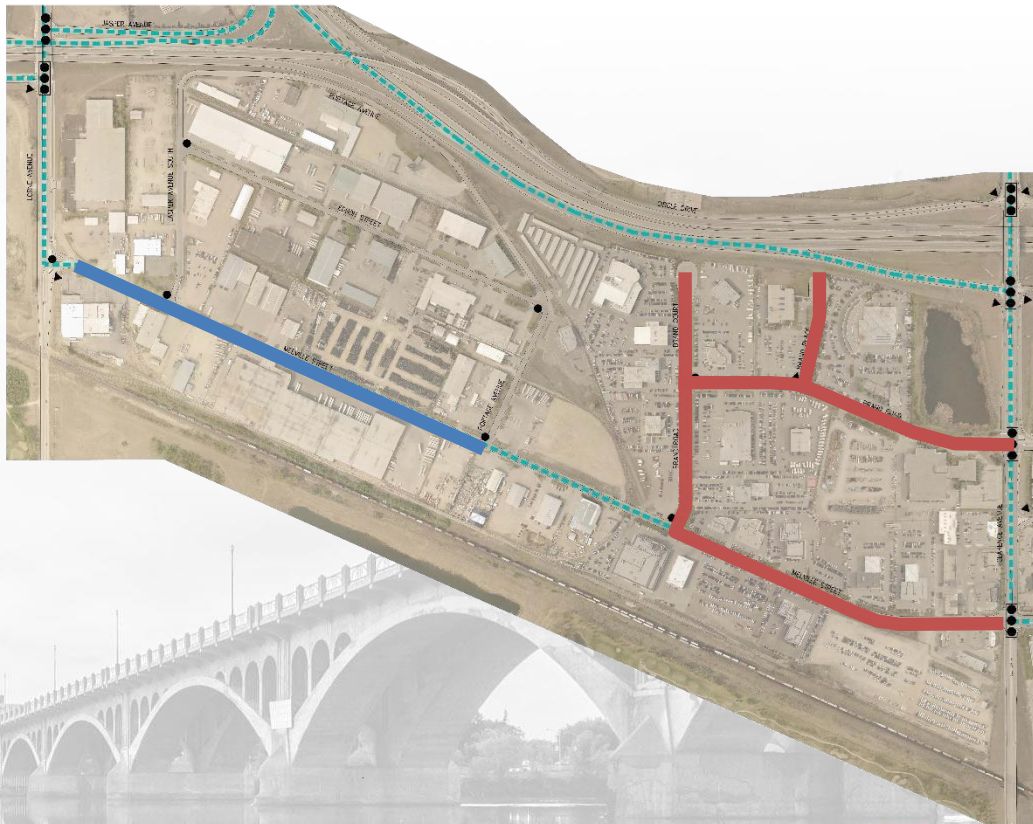
*Schedule is pandemic dependent

Additional Studies / Projects

Microsurface –
Brand Road,
Brand Place, and
Brand Court (est.
2021)

Microsurface –
Melville Street
between Clarence
Avenue and
Brand Road (est.
2021)

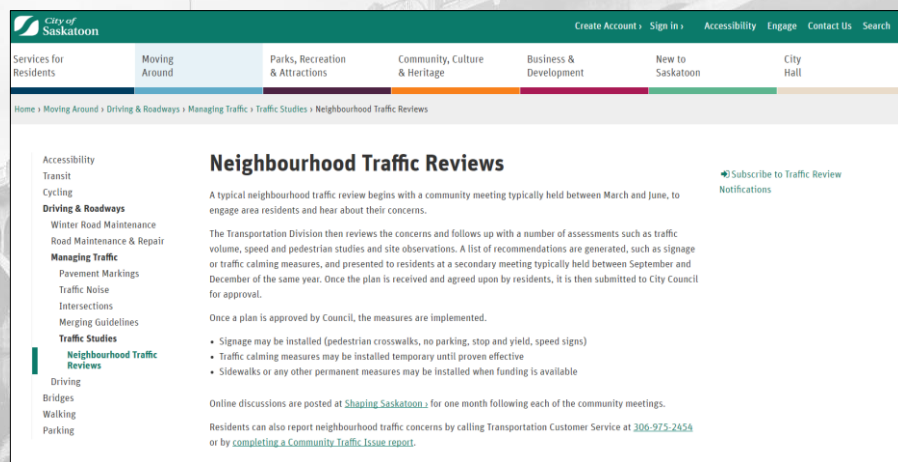
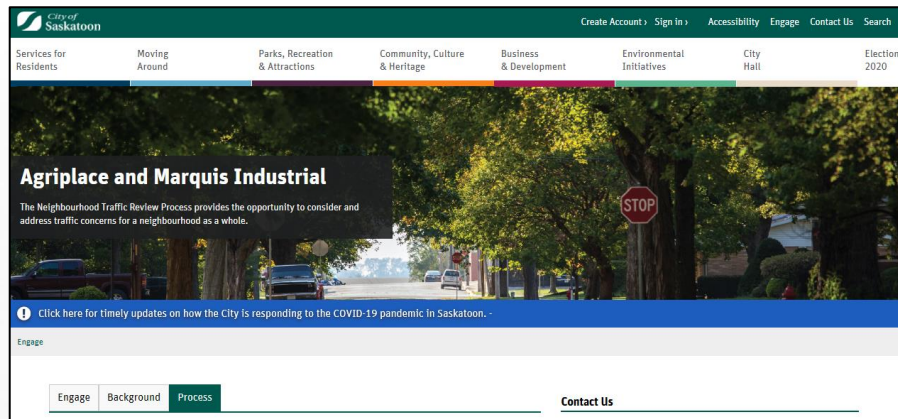
Shallow
Reconstruction –
Melville Street



Join the Discussion

- Post comments at www.saskatoon.ca/engage
- Subscribe for updates at www.saskatoon.ca/NTR
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Julian at 306-975-3663
- Email us at ntr@saskatoon.ca
- Send us a letter

Attn: Julian Petras, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



Appendix F

Decision Matrix

Appendix F: Decision Matrix

Item	Location	Recommendation	Reason	Comments Received After Public Meeting	Decision
1	Brand Road and Brand Court	Install a stop sign on the Nissan Driveway	Improve Traffic Operations	No comments received	Carried
2	Melville Street and Clarence Avenue	Conduct follow-up study to determine if additional storage capacity is required for the southbound to eastbound left turn lane	Improve Traffic Operations	No comments received	Carried
		Repaint the lane line pavement markings on Melville Street	Improve Traffic Operations	No comments received	Carried
3	Melville Street between Brand Road and Jasper Avenue	Install a speed display board for westbound traffic near the intersection of Melville Street and Brand Road	Reduce Speeds	No comments received	Carried
		Install a speed display board for eastbound traffic near the intersection of Melville Street and Jasper Avenue	Reduce Speeds	No comments received	Carried
		Forward speed data to the Saskatoon Police Service to consider for enforcement	Reduce Speeds	No comments received	Carried
4	Melville Street near Jasper Avenue	Work with CN Railway to remove the abandoned railway track	Improve Traffic Operations	Supportive	Carried
5	Brand Road between Clarence Avenue and Melville Street	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve Pedestrian Safety	No comments received	Carried
6	Melville Street Between Clarence Avenue and the Hyundai Dealership	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve Pedestrian Safety	No comments received	Carried

Appendix G

Additional Concerns Received
After Presentation of Draft Plan

Appendix G: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
Melville Street	Trucks hauling vehicles for auto dealerships are parking on the street to unload	As outlined in Bylaw 7200 – The Traffic Bylaw, parking and stopping along the street is permitted unless otherwise signed. These heavy truck drivers may choose to unload goods on the street if there is a lack of off-street unloading facilities; however, drivers must comply with Bylaw 7200 - The Traffic Bylaw. They should be stopping within 300 mm of the curb, or in the winter, 300 mm from the snowbank. They should also be stopping at least 10 meters from an intersection or 1 meter from a private driveway. Drivers can proceed around the stopped vehicle when it is safe to do so.
Melville Street and Jasper Avenue	Difficult to make a southbound to eastbound left turn due to trees blocking sight lines in the northwest corner of the intersection.	Tree trimming in the northwest corner will be added to the recommendations list.

Appendix H

Public Feedback

From:
To:
Cc:
Subject:
Date:

www.saskatoon.ca

*If you receive this email in error, please do not review, distribute or copy the information.
Please contact the sender and delete the message and any attachments*

From: Disqus [mailto:notifications@disqus.net]
Sent: Wednesday, September 30, 2020 11:36 AM
To: [REDACTED]
Subject: Re: Comment on Nutana Park

Disqus



New comments on [City of Saskatoon](#)



1:36 p.m., Wednesday Sept. 30

[REDACTED] wrote:

I think the intersection Clarence with Melville St. And Stonebridge Blvd, travelling south needs attention. There should be two eastbound turning lanes To alleviate rush hour traffic.

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [City of Saskatoon - Neighbourhood Traffic Reviews](#)
Subject: RE: Melville Street Traffic Plan.
Date: Monday, February 22, 2021 2:11:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Good Afternoon [REDACTED],

Thank you for providing your comments regarding the traffic issues you have seen in the CN Industrial Neighbourhood. Your comments have been noted and added to the project file. I can see how that tree may be impacting sight lines at the intersection. At similar locations in the past we have been able to trim back the foliage on the trees to increase the visibility of vehicles at the intersection. I'll look into whether we are able to do something similar in that corner to make sure vehicles are more visible when turning onto Melville Street.

We will continue to receive comments through emails, phone calls, letters, and the engage page for the next few weeks. All comments received will be compiled and used to make any necessary updates to the draft traffic plan. If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at <https://www.saskatoon.ca/engage/cn-industrial>.

Thank you again for your email. If you would like to discuss anything further please feel free to give me a call at 306-975-3663.

Regards,

[REDACTED]
[REDACTED]
Transportation Engineer
Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
[REDACTED]
www.saskatoon.ca

*If you receive this email in error, please do not review, distribute or copy the information.
Please contact the sender and delete the message and any attachments*

From: [REDACTED]
Sent: Wednesday, February 17, 2021 12:56 PM
To: [REDACTED]
Subject: Melville Street Traffic Plan.

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Good Afternoon [REDACTED]

I just wanted to reach out to you with an ongoing concern with the intersection of Jasper Ave South

and Melville Street. When trying to turn left / head East from Jasper it can be extremely difficult making that left hand turn due to a large tree that obstructs from seeing traffic from Lorne Ave heading East bound on Melville Street. As mentioned in your presentation traffic volumes have increased substantially, along with increased speeds with traffic flow. Melville Street seems to be the new test track for people taking test drives from the Auto Mall! When making that left hand turn especially with a tractor trailer unit which of course is already a slow turn it is easy to turn into traffic heading East bound. As mentioned in the presentation the abandon rail/spur line on Melville truly needs to be removed.

Thank you for taking the time to review my concerns as a long time CN Industrial landowner.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Friday, April 5, 2019 10:50 AM

To: Web E-mail - Service Saskatoon <Service.Saskatoon@Saskatoon.ca>

Subject: Request stop signs

Hello, my name is [REDACTED] I just wanted to bring it to your concern that a few weeks ago I was in a collision right beside BMW at the stop sign in front of Nissan the T intersection and from that point on There has been nothing but trouble turning the corner because people have a hard time stopping when coming out of Nissan parking lot we would like to get stop signs at that intersection to make it a three-way or four-way to make it easier for people to under stand.

Please advise thank you

Sent from my iPhone

From: [REDACTED]
To: [REDACTED]
Cc: [City of Saskatoon - Neighbourhood Traffic Reviews](#)
Subject: RE: Traffic Concerns CN Industrial
Date: Thursday, February 25, 2021 2:46:00 PM

Good Afternoon [REDACTED],

Thank you for the pictures of the trucks unloading in the street in the CN Industrial neighbourhood.

As outlined in Bylaw 7200 – The Traffic Bylaw, parking and stopping along the street is permitted unless otherwise signed. These heavy truck drivers may choose to unload goods on the street if there is a lack of off-street unloading facilities; however, drivers must comply with Bylaw 7200 - The Traffic Bylaw. They should be stopping within 300 mm of the curb, or in the winter, 300 mm from the snowbank. They should also be stopping at least 10 meters from an intersection or 1 meter from a private driveway. Drivers can proceed around the stopped vehicle when it is safe to do so.

We will continue to receive comments through emails, phone calls, letters, and the engage page for the next few weeks. All comments received will be compiled and used to make any necessary updates to the draft traffic plan. If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at <https://www.saskatoon.ca/engage/cn-industrial>.

Thank you again for your email. If you would like to discuss anything further please feel free to give me a call at [REDACTED]

[REDACTED]
[REDACTED]
Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
[REDACTED]
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments*

-----Original Message-----

From: [REDACTED]
Sent: Thursday, February 18, 2021 3:22 PM
To: [REDACTED]
Subject: FW: Traffic Concerns CN Industrial

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi [REDACTED],

I recently received further information about the traffic study in CN Industrial area. I was reminded I wanted to send you photos of the vehicle haulers that are unloading on the street and how it is a serious safety concern. One picture was taken on Nov 30 and the other two were taken on Dec 10. When you add the constraints of the snow on the sides of the road, having a large volume of industrial vehicles, this is a safety concern for others who use the road and pedestrians.

If you have any further questions, please let me know.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The information contained in this email message is privileged and confidential and is intended for the use of the individual or entity to whom it is addressed. If you are not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately by telephone or email and delete the message.

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, April 8, 2020 11:03 AM
To: [REDACTED]
Subject: RE: Traffic Concerns CN Industrial

[REDACTED]

In response to the vehicle hauling concern, there is no particular time of day or day of the week for this. I will make note of dates, times and dealership in the future. However, with Covid- I am only at the office once a week now.

Warm Regards,

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED] information contained in this email message is privileged and confidential and is intended for

the use of the individual or entity to whom it is addressed. If you are not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately by telephone or email and delete the message.

-----Original Message-----

From: [REDACTED] at [REDACTED]
Sent: Thursday, April 2, 2020 2:43 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: RE: Traffic Concerns CN Industrial

Good Afternoon [REDACTED],

Thank you for taking the time to provide us with input on the traffic issues you have been experiencing on Melville Street. Unfortunately, due to the impacts of COVID-19, the CN Industrial NTR has been put on hold. I will add your concerns to my list of locations that will require assessments once we are back up and running.

I did have a follow-up question to your third bullet. Is there a particular time of day or day of the week when you have noticed the vehicle hauling trucks parked in the street?

Regards,

[REDACTED] 3
Transportation Engineer
Transportation & Construction Department City of Saskatoon | 222 3rd Avenue North | Saskatoon,
SK S7K 0J5 Treaty 6 Territory & Homeland of the Métis [REDACTED]
www.saskatoon.ca

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-----Original Message-----

From: [REDACTED]
Sent: Thursday, March 26, 2020 11:12 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Cc: [REDACTED]
Subject: Traffic Concerns CN Industrial

RE: CN Industrial Traffic Review

[REDACTED]. has [REDACTED] buildings along Melville Street. As you review the neighborhood traffic we have the following concerns:

1. There has been an increased traffic along this street as it has become a major connection between Lorne and Clarence
2. There are many personal vehicles speeding, mixed with semi's that are turning and travelling slowly, making it dangerous
3. The auto mall stops the vehicle haulers in the middle of the street, instead of on their own property, causing a safety concern, especially with speeding personal vehicles
4. On Melville Street, west of Jasper Avenue, the rail lines have been removed but left in the roadway with considerable gaps. The rails should be removed and the road should be repaired.

If you have an questions, or would like to discuss these concerns, please contact us.

Warm Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The information contained in this email message is privileged and confidential and is intended for the use of the individual or entity to whom it is addressed. If you are not the intended recipient, you